

PART
2.

ART WORK

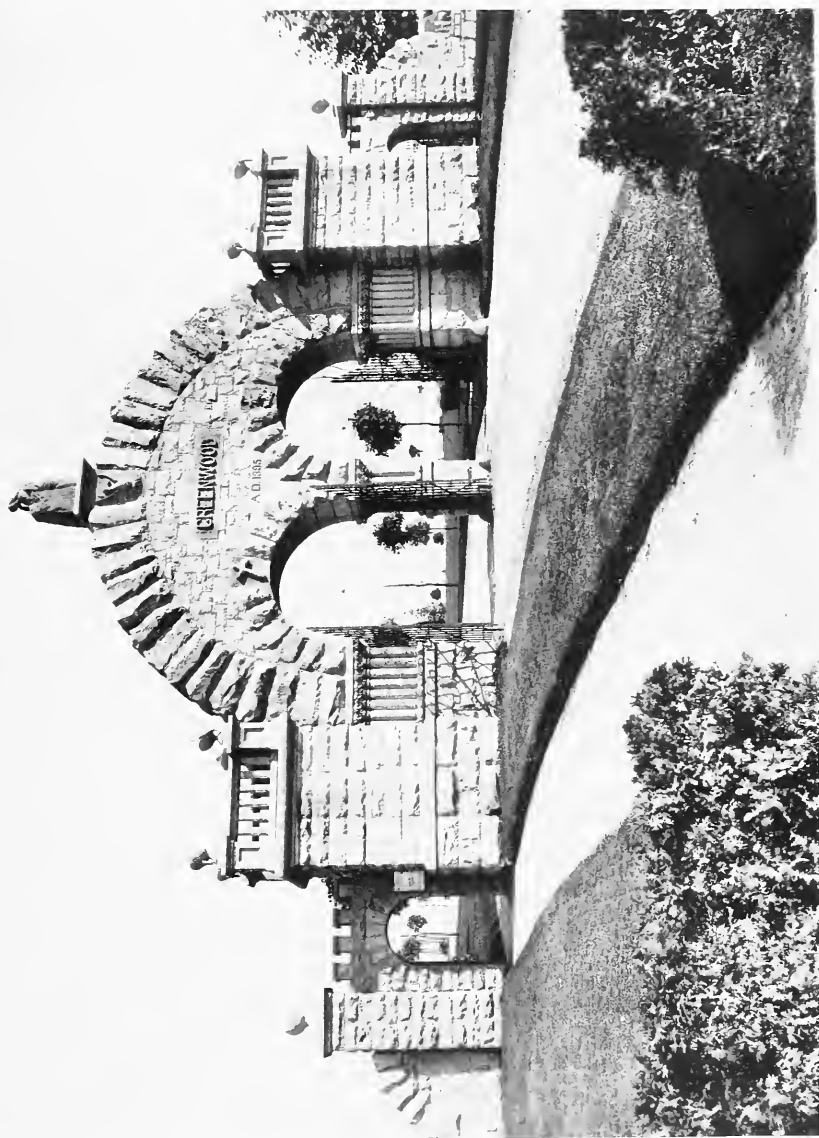
OF

York,
Harrisburg and Lancaster.

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ENTRANCE TO GREENWOOD CEMETERY.—Lancaster.

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COUNTRY CLUB.—Harrisburg.



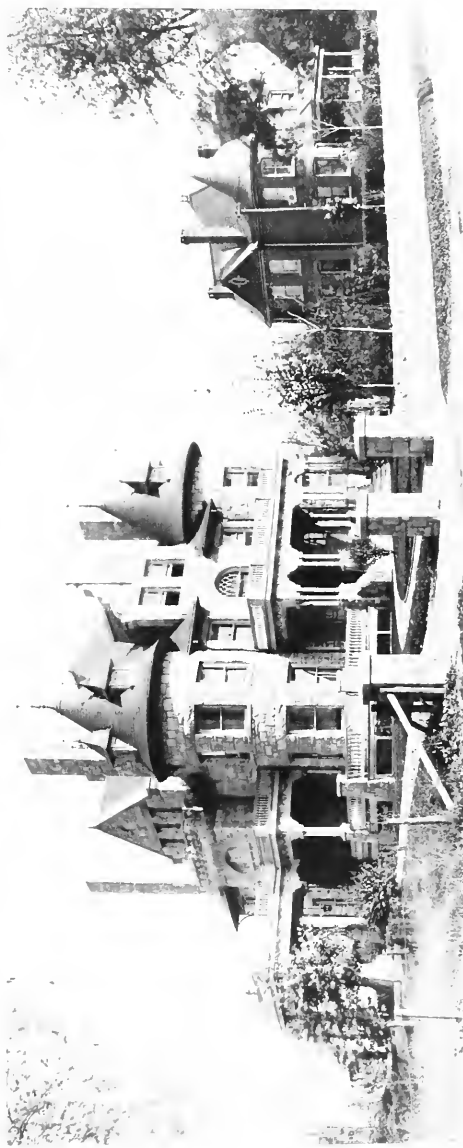
INGLEBROOK CLUB.—Near Harrisburg.



SCENE AT HIGHLAND PARK.—York.



SCENES ON MARIETTA AVENUE.—Lancaster.





SCENE IN HARRISBURG CLUB.



GOVERNMENT BUILDING, —York.



GOVERNMENT BUILDING.—Lancaster.



SCENE ON THE ABANDONED PENNSYLVANIA CANAL.—Near Harrisburg.



SCENE ON RICHLAND AVENUE.—York.



SCENE FROM THE RESERVOIR.—York.

Hickory Town), Postlewait's Tavern and Wright's Ferry. Gibson's Pasture was where Lancaster City now stands. Postlewait's was a tavern about seven or eight miles southwesterly from Lancaster; Wright's Ferry was the future site of Columbia. The Postlewait influence seemed to be the strongest and an addition was put to the tavern to accommodate the needs of a county seat. However, a little later, commissioners were appointed who unanimously decided on Gibson's, and the place was renamed Lancaster.

The county seat must have a court house and prison, and so, on the 15th day of May, 1729, two lots of land were conveyed by deed to the commissioners, in trust for Lancaster County. The court house lot was sixty-six feet square, and was located in the center of the Center Square of the town. The prison lot was on King Street, extending from Prince to Water Street. And the price, isn't it absurd?—was just five shillings—about one dollar and twenty-five cents at the rate of exchange today—for the two lots. The first county commissioners had their hands full in raising enough money to pay the bounties on wolves' heads, and for a while it seemed that wolves were more easily obtained than money.

During this time, while locating the county seat, etc., the game grew scarce and many hunters crossed the Susquehanna at Wright's Ferry for better hunting grounds. This brought on some quarreling with the Indians, who up to this time seem to have lived peacefully with their white neighbors. The Indians lived principally on game, and, finding it scarce on the eastern bank of the river, sought it on the other side. The settlers did not like this, and many were the cruel acts perpetrated on the original owners of the land.

The on-coming tide of settlers, finding the choice places taken up about the county seat, moved on, and we find the districts now called York and Dauphin Counties beginning to be occupied. Thus we find a new town springing up on the banks of the Codorus Creek called York Town or York, and a little settlement arising on the eastern bank of the Susquehanna called Harris' Ferry, the Harrisburg of today. In 1736, after much petitioning, a road order was issued to lay out a road from Harris' Ferry, near the house of John Harris, in the township of Peixtan or Paxton, in the County of Lancaster and from there through the said county (passing through Lancaster Borough) and part of the County of Chester, connecting with the Philadelphia Road.

About the same time the Five Nations, especially the Cayugas, were raising trouble about the purchase of the Susquehanna basin, and a third deed was drawn up which was executed by the chiefs. The consideration for this vast tract of territory may be interesting to some, and was as follows:—500 lbs. of powder, 600 lbs. of lead, 45 guns, 60 strouds water matched coats, 100 blankets, 100 duffle matched coats, 200 yards of half thick, 100 shirts, 40 hats, 40 pairs shoes and buckles, 40 pairs of stockings, 100 hatchets, 500 knives, 100 houghs (hoes), 60 kettles, 100 tobacco tongs, 100 scissors, 500 awl blades, 120 combs, 2,000 needles, 24 looking

glasses, 2 lbs. of vermillion, 100 tin pots, 200 lbs. of tobacco, 25 gallons of rum, 1,000 pipes and 24 yards of gartering. This assorted cargo of merchandise seems to have satisfied even the rapacious Indians and there was no more trouble about the purchase.

Our hard working settlers were managing to get along well with the Indians. In fact, up to the time of the French and Indian war, the noble red man appears to have been sinking lower and lower in his state of degradation, at least those who had villages or lived near settlements of the whites. When that outbreak took place the Indians living about Lancaster, York and Harris' Ferry apparently took no part in the terrible outrages perpetrated on the scattered whites, but later they were blamed with harboring strange Indians who were on the war path, and in many cases summary vengeance was meted out to them; as when the Paxton Boys attacked the Indian village of Conestogoe, putting men, women and children to death and burning the village. About two weeks later they had the temerity to ride into Lancaster town and kill about fourteen more of the tribe, which the authorities had gathered in to protect and send on to Philadelphia. The Paxton men have always been blamed most strongly for this slaughter, and perhaps rightfully, yet it must be remembered that their provocation was great. Many of the men concerned are known to have been just and law-abiding citizens, and several have put themselves on record in such a straightforward way explaining the whys and the wherefors that we cannot help believing they thought they were doing the right thing. It must be remembered that those settlers living about Paxton and Harris' Ferry suffered greatly at the hands of the Indians, and in fact stood as a buffer between the older towns of Lancaster and York and the northern invaders.

From all descriptions the Susquehanna River in those days was practically as it exists today as regards the depth of its water, yet the impression seems to have prevailed that it could be made a navigable stream for vessels of fairly deep draft. It certainly was used largely as a highway from Wright's Ferry up, and so much merchandise was especially brought down it that it was deemed a wise idea to build a canal around the Conewago falls, in the construction of which \$110,000 was spent. For many years the river was used as the main highway in the trade with settlements further up the Province, and the state of whatever roads there were must have been something frightful, when it was considered easier to push broad, flat bottomed boats up against the current, swift enough at all times, yet extremely so in the Spring and Fall freshets, which had to be taken advantage of on account of the deep lading. Floods and extreme low water existed then as they do now. The ice flood and the pumpkin flood were memorable, while it was not till the summer of 1900 that the water got below the low water mark cut on various rocks in 1803. Wright's Ferry was the landing place for the down river trade, and from there the cargoes were sent east by way of Lancaster and south by way of York. The Susquehanna, therefore, was a much more important theme in those days than it is now.

